

REMARKS

I. Status of Claims

Claims 1-21 are pending in the application. Claims 1 and 21 are independent. By this amendment, claim 1 is amended.

Claims 1-4 and 8-21 stand rejected under 35 USC 103(a) as allegedly being unpatentable over Hosseini et al (USP 5,535,124) (hereinafter "Hosseini") in view of May (USP 5,213,177) (hereinafter "May").

The Applicant respectfully requests reconsideration of these rejections in view of the foregoing amendments and the following remarks.

II. Allowable Subject Matter

Claims 5-7 are objected to as allegedly being dependent upon a rejected claim, but would be allowable if rewritten in independent form to include all of the limitations of their respective base claims and any intervening claims.

III. Pending Claims

Claims 1-4 and 8-21 stand rejected under 35 USC 103(a) as allegedly being unpatentable over Hosseini in view of May.

The Applicant respectfully submits that claim 1 is patentable over the cited references at least because it recites, "...a controller that, in response to detection of a slip caused by spin of one of the left and right wheels by said slip detection module, drives and controls said power output device to restrict the driving force output to the drive shaft, and after the driving force output to the drive shaft has been restricted, actuates and controls said mechanical braking device to output a mechanical braking force to the spinning one of the left and right wheels."

The Applicant respectfully submits that claim 21 is patentable over the cited references at least because it recites, "... (b) in response to detection of a slip caused by spin of one of the left and right wheels in said step (a), driving and controlling said power output device to restrict the

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B driving force output to the drive shaft, while actuating and controlling said mechanical braking device to output a mechanical braking force to the spinning one of the left and right wheels.”

In certain embodiments of the present invention, a slip that is caused by spin of the left/right wheel may be detected. When a slip is detected, a driving force output from a power output device—having an electric motor—can be restricted. After this restriction control, a mechanical breaking force output to the spinning wheel can be outputted. This arrangement may prevent interference of the restriction control and the braking control with each other thus, ensuring stable driving, and at the same time preventing excess current from being supplied to the electric motor (caused by a slip).

With respect to Hosseini, this reference discusses detecting a slip based on a deviation between wheel speeds of a left/right wheel and controlling a breaking unit, which is provided for each of the left/right wheel, to output a breaking force to the slipping wheel. However, in contrast to certain embodiments of the present invention, the Applicant respectfully submits that Hosseini does not discuss controlling a power output device to restrict a driving force when a slip is detected, let alone, discussing that a control of outputting a mechanical breaking force to the spinning wheel is executed after the restriction control of restricting a driving force.

The Applicant respectfully submits that May does not cure the deficiencies of Hosseini. Rather, May discusses controlling an opening of a throttle valve of an engine in response to detection of wheel slippage. However, in contrast to certain embodiments of the present invention, May does not teach and/or suggest a power output device, including a electric motor, or outputting a mechanical breaking force to a spinning wheel. Further, the Applicant respectfully submits that May does not discuss a control of outputting a mechanical breaking force to the spinning wheel that is executed after the restriction control of restricting a driving force. Thus, for at least these reasons, May does not address the deficiencies of Hosseini.

Therefore, the Applicant respectfully submits that, for at least these reasons, claims 1 and 21, as well as their dependent claims, are patentable over the cited references.


IV. Conclusion

In light of the above discussion, the Applicant respectfully submits that the present application is in all aspects in allowable condition, and earnestly solicits favorable reconsideration and early issuance of a Notice of Allowance.

The Examiner is invited to contact the undersigned at (202) 220-4420 to discuss any matter concerning this application. The Office is authorized to charge any fees related to this communication to Deposit Account No. 11-0600.

Respectfully submitted,

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